

INTERNATIONAL

TRAVELER'S GUIDE



FOR 1877.

CONTAINING

Information for Travelers

GOING

EAST OR WEST.

MILWAUKEE AGENCY

Grand Trunk & Canada Southern

RAILWAYS.

CONNECTIONS

EITHER BY

Grand Haven Route or Michigan Cent'l R'y

Office, 99 Wisconsin Street.

TICKETS AT LOWEST RATES

To All Eastern Points.

Boston and New England Rates several Dollars less than any other line.

C. N. SMITH,

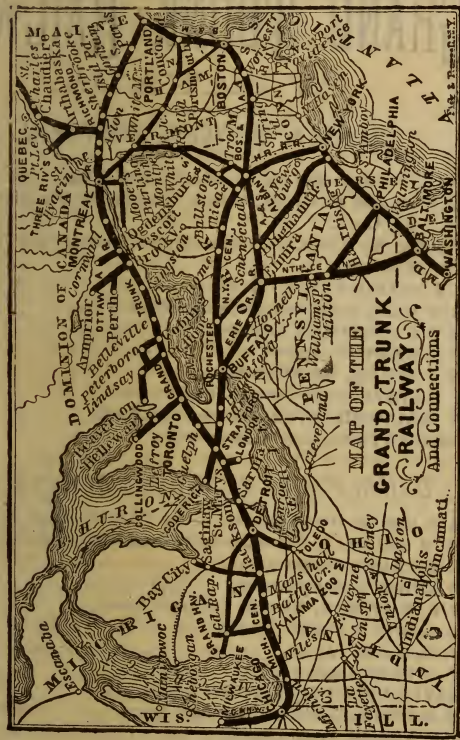
Ticket Agent.

GRAND TRUNK RAILWAY

—AND—

ITS CONNECTIONS.

Pullman Cars on all Trains.



REGULAR FARE TO BOSTON, \$2.00 LESS than by any other Line.

OFFICE:
TREMONT HOUSE,
Corner Lake and Dearborn Streets,
CHICAGO.

GRAND TRUNK RAILWAY OF CANADA.

GENERAL OFFICES, MONTREAL.

CAPT. TYLER, President, LONDON, ENGLAND.		
HON. JAMES FERRIER, Senator, Chairman of Canadian Board, MONTREAL.		
JOSEPH HICKSON, Gen'l Manager, and Secretary and Treasurer, MONTREAL.		
L. J. SEARGEANT, Traffic Manager,	- - -	MONTREAL.
H. WALLIS, Locomotive Superintendent,	- - -	"
E. P. HANNAFORD, Engineer,	- - -	"
T. B. HAWSON, Auditor,	- - -	"
W. J. SPICER, Superintendent,	- - -	"
P. S. STEVENSON, General Freight Agent,	- -	"
W. WAINWRIGHT, General Passenger Agent,	-	"
JOHN TAYLOR, General Storekeeper,	- - -	"

United States and Canadian Agencies.

E. P. BEACH, General Agent,	- -	175 Broadway, New York.
W. C. TALLMAN, Passenger Agent New England States,		Boston.
J. HOCKING, Freight Agent,	- - - - -	Boston.
E. REIDY, Passenger Agent,	- - - - -	Detroit.
J. H. WHITMAN, Western Passenger Agent,	- -	Chicago.
F. A. HOWE, Freight Agent,	- - - - -	Chicago.
P. M. BLAKE, Agent,	- - - - -	Bangor.
T. D. SHERIDAN, Agent,	- - - - -	Buffalo.
TAYLOR BROTHERS, Freight Agents,	- -	Cincinnati.
G. B. OSWELL, Eastern Passenger Agent,	-	Ogdensburg.
J. C. YOUNG, Freight Agent,	- - - - -	Milwaukee.
C. N. SMITH, Passenger Agent,	- - - - -	Milwaukee.
E. D. COLE, Agent,	- - - - -	San Francisco.
G. P. BLACK, Agent,	- - - - -	St. John, N. B.
F. H. SMALL, Passenger Agent, Provinces of Nova Scotia and New Brunswick,	- - - - -	St. John, N. B.

TOURIST GUIDE, 1877.

EACH year brings some new advantages in railroad travel, regarding which all desire to be advised, and to that end this GUIDE is issued annually. In years past, before the now completed improvements on the Grand Trunk Railway were commenced, it was with some hesitation the GUIDE was issued, but the money was in the possession of the Company to put the Grand Trunk Railway in a condition unsurpassed by any line in America. This route was then badly run down, and much prejudice justly existed against it, simply on account of its condition. But now, how changed. The old iron track has been replaced with the best steel rails; the gauge, then 5 feet 6 inches, prevented the running of cars through from Chicago to Eastern points without change, the gauge of American lines being 4 feet 8 inches; the gauge is now the same as American lines, and cars can be run from the Atlantic to the Pacific Oceans without change. The locomotives, then in poor condition, have been disposed of, and new and powerful locomotives, with an elegant passenger equipment rendered necessary by the change of gauge, have been substituted. The celebrated Pullman Cars have been introduced, and now run from Chicago through principal New England points to Boston, Buffalo, New York, etc. This is now the only line on which Pullman Cars are run from Chicago to Boston, passing through principal New England points, on which account this line has become the favorite one for those destined for points in Maine, New Hampshire, Vermont and Massachusetts. Notwithstanding all these improvements, there are those who, not having passed over this line of late years, are by representations of agents of competing lines led to believe that it is in no better condition than in past years; consequently we are obliged to keep before the public the *fact* that this route is not surpassed, either in the smoothness of its track, power of its locomotives, elegance of its passenger equipment, speed of its trains, or certainty of connections, by any route between the East and West. During the past winter arrangements have been perfected by which tickets reading by

this line via Buffalo are good over the Canada Southern Railway, giving a passenger holding a ticket reading "Detroit to Buffalo" by the Grand Trunk R'y, the option to go either by that line or by Canada Southern Railway to any Eastern point via Buffalo or Niagara Falls.

Passengers this season holding tickets by Grand Trunk Railway to points East, *via Buffalo*, leaving Chicago on 5.15 P.M. train over Michigan Central Road, can have berths in a Wagner Car from Chicago to Buffalo, Rochester, Syracuse, Utica, Rome, Troy and Boston without change. New York passengers ride in same car as far as Rochester, where a special car is reserved, into which they change, and in which berths can be secured in Chicago—an advantage never before offered by this Company. The Grand Trunk Railway has so rapidly risen in the estimation of the public as being the best route to all New England points, that every accommodation will this year be given its patrons. The fare will be \$2 less than other lines, and with Pullman Cars on all divisions of the route nothing more comfortable can be secured.

GENERAL INFORMATION.

PERUSE CAREFULLY.

Where, in Chicago, can Excursion Tickets be secured ?

At Company's General Office, 93 and 95 Lake, corner of Dearborn Street, under Tremont House ; also, at Branch Offices, corner of Lake Street and Michigan Avenue, near Michigan Central Depot ; at 97 South Clark Street, and at Michigan Central Depot.

Where can berths in Pullman or Wagner Cars that run over Grand Trunk or Canada Southern Railways and connecting lines, be secured ?

At 93 and 95 Lake Street, Chicago, or by telegraphing J. H. Whitman, Agent, at above-named office.

Is there any other Route by which Pullman Cars run from Chicago to Boston, passing through principal New England points ?

There is not.

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By what route does the Wagner Car leaving Chicago at 5.15 P. M. pass ?

Chicago to Detroit, Michigan Central ; Detroit to Buffalo, Canada Southern ; Buffalo to Troy, New York Central ; Troy to Boston, Hoosac Tunnel.

Does this car run through without change ?

It does ; and for parties destined to points on the New York Central Road affords every facility for a comfortable trip without change. Parties going by Erie Railway to New York and intermediate points change into a Pullman Car at Buffalo, in which berths are reserved for in-coming passengers until arrival of this car.

Will a car leave Toronto in the evening for Kingston Wharf, in which passengers can remain until departure of Steamer down the River St. Lawrence in the morning, as last season ?

Yes ; that arrangement having given perfect satisfaction will be continued this season, commencing about July 1st.

Are tickets reading by Grand Trunk Railway good by River St. Lawrence Steamers ?

They are not ; we issue tickets reading "Good by Grand Trunk Railway or Royal Mail Line of Steamers," which give the option to go either by rail or steamer ; such tickets cost more than all-rail tickets, and are known as Tourist Tickets.

Can parties holding all-rail Excursion or Regular tickets leave train at Kingston and go through the Thousand Islands and down the Rapids of the St. Lawrence by daylight ?

Yes ; by the purchase of a special ticket for that purpose, which will be sold in connection with Excursion or Regular tickets at Company's Agencies, for \$4.

Will there be an office in Milwaukee where the tickets advertised in this Guide, may be obtained with reliable information ?

Yes ; the Company have opened an Office in *Milwaukee*, at *99 Wisconsin St., cor. Broadway*, where full information may be obtained, and Tickets and Sleeping Car Berths secured. Parties will there be able to secure tickets either by the Grand Haven Route or by Chicago, as they desire. Tickets will also be on sale by Steamers to Lake Superior, by Northern Transportation Company's and other Steamers on the Lakes.

Which is the best train on which to leave Chicago, to have a pleasant trip to Boston, via Montreal and Central Vermont Line ?

On train by Michigan Central Road leaving at 9.00 P.M. ; you then

have the advantage of Pullman Car the entire distance ; a Pullman Sleeping Car to Montreal, where you arrive at 8.30 A. M., and change into a Pullman Parlor Car, which arrives in Boston at 9.30 P. M., passing through the beautiful scenery of New England by daylight.

Does train leaving Chicago at 9.00 P. M. also connect with Southeastern Railway, via Newport, etc. ?

It does not at present but will in June next.

If going to Portland and points in Maine, is it better, to avoid delay, to take the train leaving Chicago in the morning ?

It is ; you then change from Michigan Central to Grand Trunk Railway at Grand Trunk Junction, at about 6.00 P. M., and have Pullman Car the balance of the route. If you leave at 9.00 P. M. you arrive in Montreal at 8.30 A. M., and have to wait until the 10.00 P. M. train leaves, or until the afternoon train,—time not yet fixed for summer travel.

If parties leave at 9.00 A. M. from Chicago, what accommodations can they have through to Buffalo and points on New York Central or Erie Railways ?

By Michigan Central Road, splendid Day Coaches or Wagner Parlor Car to Detroit ; on arriving at Detroit Junction, you can have a Pullman Car over Grand Trunk Railway that runs through to Hornellsville, on Erie Railway, arriving there for breakfast ; from there you have Pullman Parlor Car to New York. If going by New York Central Railroad, you have Pullman car as far as Buffalo, or you can go by the Canada Southern Railway, and have Wagner Car from Detroit to Rochester. A ticket reading by Grand Trunk Railway is good over either line.

Are Excursion Tickets via Buffalo good via Niagara Falls ?

Yes, they are ; as are regular tickets, if purchasers express their desire to go via Niagara Falls when purchasing.

EXCURSION TICKETS.

THIS class of round trip tickets has for many years been a specialty of the Grand Trunk Railway Company. As they have become very popular, being sold at a reduction from regular rate each way, they will be continued this season. They possess the advantage of enabling parties who wish to make a pleasure trip or visit friends in different sections of the country, stopping at several points, to ascertain the actual expense of transportation for the entire journey, both ways, granting the privilege of stopping when desiring to do so, resuming the journey without extra expense. Those offered this season comprise all principal routes through the New England States, and it is expected arrangements will be made to combine return trips over many of the routes not mentioned in the GUIDE. These tickets should be purchased in *Chicago, at 95 Lake St., under Tremont House; in Milwaukee, at 99 Wisconsin St., cor. Broadway.* The rates given on each form of ticket are for one way only, except first nine forms but parties can combine any form *going* with any form *returning*, and by adding the two rates together will easily find the round trip rate, but must either go or return via Montreal. None of these forms will be sold *one way only*. Those who desire to go via St. Lawrence river, amongst the beautiful scenery of the Thousand Islands, and down the renowned Rapids, can purchase tickets, in connection with these forms, which give that privilege for \$4 extra. Parties will bear in mind that *all-rail* tickets will *not* be received for passage by steamers on the River St. Lawrence. Notwithstanding the forms read from Chicago, they will be issued from Milwaukee by Detroit & Milwaukee Railroad, at same rate as from Chicago. Where parties desire to take steamer to Sarnia in connection with a rail ticket from there, it can be so arranged at the Company's agencies in Milwaukee or Chicago.

CHICAGO to TORONTO and RETURN.

Form 1. By Michigan Central and Grand Trunk

Railways **Fare, \$32.00**

CHICAGO to OGDENSBURG and RETURN.

Form 85. By Michigan Central and Grand Trunk
Railways..... **Fare, \$32.00**

CHICAGO to MONTREAL and RETURN.

Form 71. By Michigan Central and Grand Trunk
R'ys to Kingston; thence Grand Trunk R'y or
Steamers on River St. Lawrence, to Montreal.
Return all Rail **Fare, 34.00**

CHICAGO to QUEBEC and RETURN.

Form 82. By Michigan Central and Grand Trunk
R'ys to Kingston; thence Grand Trunk R'y or
Steamers on River St. Lawrence, to Quebec.
Return all Rail. **Fare, 38.00**

CHICAGO to PORTLAND and RETURN.

Form 86. By Michigan Central and Grand Trunk
R'ys. Return same. **Fare, 36.00**

RICHMOND to QUEBEC and RETURN.

Form 56. Via Grand Trunk R'y **Fare, 3.00**

MONTREAL via QUEBEC to RICHMOND.

Form 120. Via Steamer to Quebec; thence Rail
to Richmond..... **Fare, 3.50**

TORONTO to NIAGARA FALLS and RETURN.

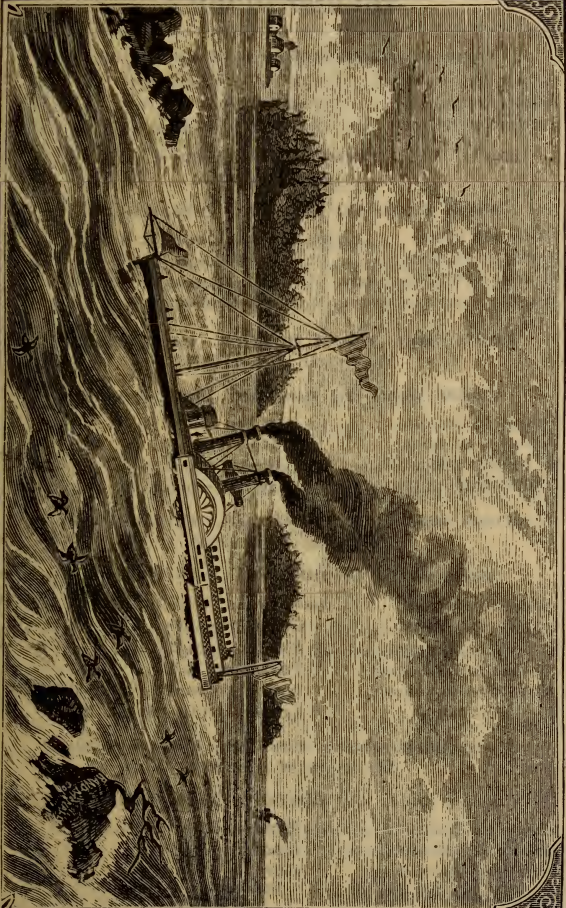
Form 87. Via Steamer to Lewiston; thence New
York Central R. R. **Fare, 3.00**

TORONTO to LAKE COUCHICHING and RETURN.

Form 2659. Via Northern Railway **Fare, 3.50**

**BUY TICKETS IN MILWAUKEE AT
99 WISCONSIN STREET.**

LA CHINE RAPIDS.



EXCURSION TICKETS

Will be on sale by routes and at rates here given, at Company Agency. From all other points the Fare to Chicago or Detroit and return will be added.

In Chicago,

At 93 and 95 Lake Street, under Tremont House.

In Milwaukee,

At 99 Wisconsin Street, at rate here given, by the Grand Haven route; but by Chicago an additional Fare of \$4.50 will be charged for the round trip Milwaukee to Chicago and return. C. N. Smith, Ticket Agt.

In Fond du Lac,

At 266 Main Street. W. E. Cole, Agent.

In St. Louis,

At Office of Chicago, Alton & St. Louis Railroad, corner of Fourth and Pine Streets, and at Office of "Wabash Route," 104 North Fourth Street, but with an additional charge of \$13.50 for round trip ticket St. Louis to Chicago and return.

In Keokuk, Burlington and Peoria,

At Agencies of Toledo, Peoria & Warsaw R'y Co.

In Quincy, Hannibal, Jacksonville, Springfield, Lafayette, and Logansport,

At Offices of "Wabash Route."

In Cairo,

At Illinois Central Depot Office, at an additional Fare of \$13.50 for round trip Cairo to Chicago and return.

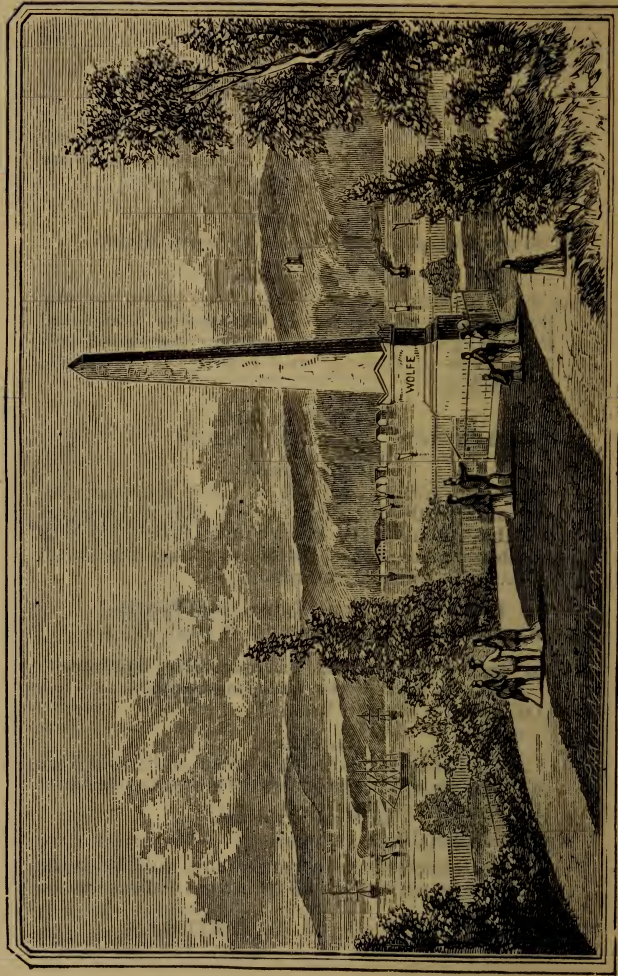
In New Orleans,

At principal Railroad Offices.

It is also expected that arrangements will be made to place them on sale at all principal Offices in the West.

J. H. WHITMAN,

Western Passenger Agent.



GOVERNMENT GARDENS, AND MONUMENT TO WOLFE (AND MONTCALM).

Form 2635. FROM BOSTON. Fare, \$21.50.

The reverse of Form 2634.

Form 2636. TO BOSTON. Fare, \$21.50.

Chicago to Detroit..... via Michigan Central R. R.

Detroit to Ogdensburg..... " Grand Trunk R'y and Ferry.

Ogdensburg to Bellows Falls. " } Ogdensburg & Lake Cham. R.R.
and Central Vermont R. R.

Bellows Falls to Boston.... " Central Vermont R. R.

Form 2637. FROM BOSTON. Fare, \$21.50.

The reverse of Form 2636.

Form 2638. TO BOSTON. Fare, \$22.00.

Chicago to Detroit..... via Michigan Central R. R.

Detroit to Buffalo..... " Grand Trunk R'y.

Buffalo to Albany..... " New York Central R. R.

Albany to Boston..... " Boston & Albany R. R.

Form 2639. FROM BOSTON. Fare \$22.00.

The reverse of Form 2638.

Form 2640. TO BOSTON. Fare, \$22.00.

Chicago to Detroit..... via Michigan Central R. R.

Detroit to Buffalo..... " Grand Trunk R'y.

Buffalo to Troy " New York Central R. R.

Troy to North Adams..... " Hoosac Tunnel Line.

North Adams to Boston..... " Fitchburg R. R.

Form 2641. FROM BOSTON. Fare, \$22.00.

The reverse of Form 2640.

Form 2642. TO BOSTON. Fare, \$22.00.

Chicago to Detroit..... via Michigan Central R. R.

Detroit to Buffalo..... " Grand Trunk R'y.

Buffalo to Albany..... " New York Central R. R.

Albany to New York " New York Central R. R.

New York to Boston " Rail.

Form 2643. FROM BOSTON. Fare, \$22.00.

The reverse of Form 2642.

Form 2644. TO BOSTON. Fare, \$22.00.

Chicago to Detroit..... via Michigan Central R. R.
 Detroit to Buffalo..... " Grand Trunk R'y.
 Buffalo to New York..... " New York Central R. R.
 New York to Boston..... " Steamer.

Form 2645. FROM BOSTON. Fare, \$22.00.

The reverse of Form 2644.

Form 2646. TO BOSTON. Fare, \$22.00.

Chicago to Detroit.... via Michigan Central R. R.
 Detroit to Buffalo..... " Grand Trunk R'y.
 Buffalo to New York..... " Erie R'y.
 New York to Boston..... " Rail.

Form 2647. FROM BOSTON. Fare, \$22.00.

The reverse of Form 2646.

Form 2648. TO BOSTON. Fare, \$22.00.

Chicago to Detroit..... via Michigan Central R. R.
 Detroit to Buffalo..... " Grand Trunk R'y.
 Buffalo to New York..... " Erie R'y.
 New York to Boston..... " Steamer.

Form 2649. FROM BOSTON. Fare, \$22.00.

The reverse of Form 2648.

Form 2650. TO NEW YORK. Fare, \$23.50.

Chicago to Detroit..... via Michigan Central R. R.
 Detroit to Rouse's Point.... " Grand Trunk R'y.
 Rouse's Point to Albany.... " D. & H. C. Co. or Lake Champlain.
 Albany to New York..... " Day Line Steamers.

Form 2651. FROM NEW YORK. Fare, \$23.50.

The reverse of Form 2650.

Form 2652. TO NEW YORK. Fare, \$26.50.

Chicago to Detroit..... via Michigan Central R. R.
 Detroit to Rouse's Point.... " Grand Trunk R'y.
 Rouse's Point, via Lake } " D. & H. C. Co. or Lake Champlain.
 George, to Albany..... }
 Albany to New York..... " Day Line Steamers.

The reverse of Form 2652.

Chicago to Detroit.....	via Michigan Central R. R.
Detroit to Buffalo.....	" Grand Trunk R'y.
Buffalo to Albany.....	" New York Central R. R.
Albany to New York.....	" New York Central R. R.

The reverse of Form 2654.

Chicago to Detroit.....via Michigan Central R. R.
 Detroit to Buffalo.... " Grand Trunk R'y.
 Buffalo to New York... " Erie R'y.

The reverse of Form 2656.

Chicago to Detroit.....	via Michigan Central R. R.
Detroit to Buffalo	" Grand Trunk R'y.
Buffalo to Albany.....	" New York Central R. R.
Albany to New York.....	" Day Line Steamers.

The reverse of Form 2658.

Chicago to Detroit.....	via	Michigan Central R. R.
Detroit to Point Levi.....	"	Grand Trunk R'y.
Point Levi to Pictou.	"	{ Q. & G. P. Steamers, calling at ports in New Brunswick and Prince Edward Island.
Pictou to Halifax.	"	Intercolonial R'y.

The reverse of Form 2660.

Form 2662. TO HALIFAX. Fare, \$30.00.

Chicago to Detroit.... via Michigan Central R. R.
 Detroit to Portland..... " Grand Trunk R'y.
 Portland to St. John, N. B.. " International Steamers.
 St. John to Halifax..... " Intercolonial R'y.

Form 2663. FROM HALIFAX. Fare, \$30.00.

The reverse of Form 2662.

Form 2664. TO HALIFAX. Fare, \$31.50.

Chicago to Detroit..... via Michigan Central R. R.
 Detroit to Riviere du Loup.. " Grand Trunk R'y.
 Riviere du Loup to Pt. du {
 Chene } " Intercolonial R'y.
 Pt. du Chene to Summerside.
 Summerside to Charlottetown.
 Charlottetown to Pictou ... via Steamer.
 Pictou to Halifax " Intercolonial R'y.

Form 2665. FROM HALIFAX. Fare, \$31.50.

The reverse of Form 2664.

Form 2666. TO HALIFAX. Fare, \$26.25.

Chicago to Detroit..... via Michigan Central R. R.
 Detroit to Riviere du Loup . " Grand Trunk R'y.
 Riviere du Loup to Halifax. " Intercolonial R'y.

Form 2667. FROM HALIFAX. Fare, \$26.25.

The reverse of Form 2666.

Form 2668. TO ST. JOHN, N. B. Fare, \$26.00.

Chicago to Detroit via Michigan Central R. R.
 Detroit to Riviere du Loup.. " Grand Trunk R'y.
 Riv. du L. to St. John, N. B. " Intercolonial R'y.

Form 2669. FROM ST. JOHN, N. B. Fare, \$26.00.

The reverse of Form 2668.

Form 2670. TO ST. JOHN, N. B. Fare, \$26.50.

Chicago to Detroit..... via Michigan Central R. R.
 Detroit to Portland..... " Grand Trunk R'y.
 Portland to St. John, N. B., " International Steamers.

Form 2671. FROM ST. JOHN, N. B. Fare, \$26.50.

The reverse of Form 2670.

Form 2686. TO BOSTON. Fare, \$32.00.

Chicago to Detroitvia Michigan Central R. R.
 Detroit to Buffalo " Grand Trunk R'y.
 Buffalo to Niagara Falls.... " Canada Southern R'y.
 Niagara Falls to Toronto ... " Steamer.
 Toronto to Rouse's Point.... " Grand Trunk R'y.
 Rouse's Point to Troy..... " D. & H. C. Co. or Lake Champlain.
 Troy to Boston..... " Hoosac Tunnel Line.

Form 2687. FROM BOSTON. Fare, \$32.00.

The reverse of Form 2686.

Form 2688. TO NEW YORK. Fare, \$29.25.

Chicago to Detroit.....via Michigan Central R. R.
 Detroit to Niagara Falls. .. " Gd. Tk. and Canada South'n R'ys.
 Niagara Falls to Toronto.... " Steamer.
 Toronto to Rouse's Point... " Grand Trunk R'y.
 Rouse's Point to Albany " D. & H. C. Co. or Lk. Champlain.
 Albany to New York..... " N. Y. Central & Hudson Riv. R. R.

Form 2689. FROM NEW YORK. Fare, \$29.25.

The reverse of Form 2688.

TOURIST TICKETS.

THESE Tickets are for the journey Eastward only, including meals on St. Lawrence Steamers from Toronto to Montreal. They are good *from Toronto* either by Grand Trunk R'y or River St. Lawrence Steamers to *Quebec or Montreal*, at option of passenger. Where passengers for *Points East of Montreal*, take STEAMER at KINGSTON, instead of at Toronto, the Fare will be \$2.00 less than here given.

Form X2. CHICAGO to KINGSTON. Fare, \$18.50.

Via Detroit and Toronto.

Form X4. CHICAGO to PRESCOTT. Fare, \$20.25.

Via Detroit and Toronto.

Form X 5. CHICAGO to OGDENSBURG. Fare, \$20.50.
Via Detroit and Toronto.

Form X 6. CHICAGO to MONTREAL. Fare, \$22.75.
Via Detroit and Toronto.

Form X 14. CHICAGO to PORTLAND. Fare, \$28.00.
Via Detroit and Montreal.

Form X 10. CHICAGO to PORTLAND (via Quebec).
Fare, \$31.00.

Form X 8. CHICAGO to QUEBEC and back to MONTREAL. Fare, \$27.75.

Form X 7. CHICAGO to QUEBEC. Fare, \$25.25.
Rail or Steamer from Toronto.

Form X 57. KINGSTON to MONTREAL. Fare, \$4.00.
Via Thousand Islands and Rapids.

Form X 11. CHICAGO to BOSTON. Fare, \$32.50.
Via Montreal, Quebec and Portland.

Form X 12. CHICAGO to BOSTON. Fare, \$29.50.
Via Montreal, St. John, Burlington, Bellows Falls and Fitchburg.

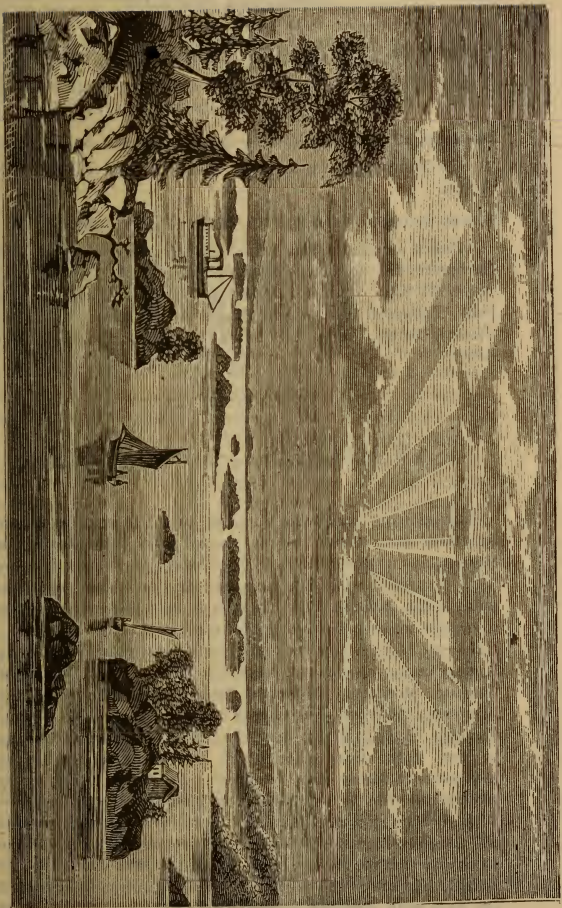
Form X 15. CHICAGO to BOSTON. Fare, \$29.50.
Via Montreal, Gorham and Portland.

Form X 16. CHICAGO to BOSTON. Fare, \$29.50.
Via Montreal, St. John, White River Junction, Concord and Nashua.

Form X 29. CHICAGO to BOSTON. Fare, \$35.00.
Via Montreal, Rouse's Point, Plattsburg, Lake Champlain, to Ticonderoga, thence by R. R. via Saratoga, Rutland, Bellows Falls, and Fitchburg.

Form X 184. CHICAGO to BOSTON. Fare, \$29.50.
Via Montreal, Newport, Wells River, Concord, Nashua and Lowell.

Form X 27. CHICAGO to NEW YORK. Fare, \$31.75.
Via Montreal, Rouse's Point, Plattsburg, Lake Champlain, Saratoga, and Day Line of Steamers on Hudson River.



THOUSAND ISLANDS.

Form X 20. CHICAGO to NEW YORK. Fare, \$34.50.

Via Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga, Albany, and Steamer on Hudson River.

Form X 23. CHICAGO to SARATOGA. Fare, \$28.75.

Via Montreal, Rouse's Point, Lake Champlain and Ft. Ticonderoga.

Form X 108. TO NEW YORK. Fare, \$34.00.

Placed on sale in San Francisco especially for the benefit of European Passengers who desire to see not only Niagara Falls, but *all* of the most beautiful American Scenery. *Route* via Niagara Falls, Thousand Islands and Rapids of the River St. Lawrence, Victoria Bridge, Montreal, Lake Champlain, Saratoga, Hudson River.

SAN FRANCISCO TO NEW YORK.

PARTIES from the Pacific Coast on arrival there from Honolulu, Australia, etc., should be sure and find 138 Montgomery Street, and consult with E. D. COLE, Esq., who for many years has been connected with this Line, and having visited nearly every point in the Eastern States is able to give valuable information to parties making the journey for the first time.

He can furnish tickets that embrace all of the most beautiful scenery as well as pleasure resorts in the East, viz : Niagara Falls, Toronto, Montreal, Thousand Islands and Rapids of the St. Lawrence, the world-renowned Victoria Bridge, Lake Champlain, Saratoga, Hudson River, etc. All these may be included in the trip to New York, tickets for which must be arranged for at 138 Montgomery Street, San Francisco. Be not deceived by agents who advise you to buy tickets to New York, and on arrival at Niagara Falls exchange them for those by River St. Lawrence ; it will *largely* increase the expense of the trip, if it can be done at all on your arrival there. Many gentlemen who desired to include in their trip across the Continent all the principal points of interest, have been deceived by such representations, consequently it

is advisable to consult the authorized Agent at 138 Montgomery Street, before paying out your money for tickets that you are told can be exchanged at Niagara Falls.

E. D. COLE, Agent,

138 Montgomery St., San Francisco.

We have not in this Guide given as full a list of Tourist Tickets as in some former years, but Tickets may be secured at Company's Agencies to *all* of the Mountain and Seaside Resorts, as well as to all points of interest in the East as usual. Those who have not made the exciting trip through the Thousand Islands and down the Rapids of the St. Lawrence River should avail themselves of these Tickets to view the most beautiful scenery on this continent; these combined with the beauties of Lake Champlain and Saratoga on the trip to New York or with the scenery of the White Mountains in connection with the Boston Tickets, are advantages offered by no other route. This season a new route for pleasure travel has been opened by the Intercolonial Railroad via Quebec to St. John, N. B., Halifax, N. S., Prince Edward Island, and all principal resorts in the British Provinces. This section, almost wholly unknown to Tourists from the South and West, is, when better known, destined to be a very popular one.

The Intercolonial Railway is splendidly equipped, having an entire Steel Rail Track, splendid day cars, powerful locomotives, running on all Express trains Pullman's Celebrated Sleeping Cars. To those fond of piscatorial sports, there is no section of country they can visit where the streams abound in such abundance with salmon and brook trout. Parties will obtain a far better idea of the Route by passing over it than from any description we can give. Those purchasing Tickets will be furnished a Guide Book free of charge, giving a full description of the section of country through which they pass.

Of the Hotels en route from Chicago, we can favorably mention at Toronto the Queens, allowed by travelers to be one of the best in Canada; at Montreal, the St. Lawrence, Ottawa and Montreal Houses all receive a share of travel. The St. Lawrence and Ottawa are on St. James Street, and the Montreal House on Custom House Square. At Quebec, the St. Louis is the favorite.

While in Montreal you may desire a change of apparel as it can be bought much cheaper than in the States. If so, do not fail, before selecting, to visit the establishment of J.D. Anderson, 206 St. James Street, who manufactures to order as desired, all varieties of first-class material on short notice and at the lowest rates. This is a favorite establishment with parties from the South and West.

The Fare on Tourists Tickets is the same from Milwaukee by the Grand Haven Route as here given from Chicago. Besides the Routes here given, parties can find Tickets that include a trip to all points in the White Mountain district, also to points in New Brunswick and Nova Scotia and other principal pleasure resorts in the East, at Company's general office in Chicago, 93 and 95 Lake Street, under Tremont House.

The Coupons between Toronto and Kingston, Kingston and Prescott, Prescott and Montreal, and Montreal and Quebec, are valid either by Boat or Rail, and they are likewise good either by the South Shore Express Line of Steamers from Charlotte, or by the Richelieu & Ontario Navigation Co.'s Line from Toronto.

The Tickets include Meals on Lake Ontario and the River St. Lawrence from Toronto to Montreal, but between Montreal and Quebec they are for passage only. -

Agents are requested to specially inform Passengers that the Grand Trunk Railway and Richelieu & Ontario Navigation Co.'s Line of Steamers offer better inducements to the traveling public than ever before. The Grand Trunk Railway has been re-laid with Steel Rails, and has been equipped with New Locomotives and First Class Cars, and Pullman Palace Cars are run on all Express Trains.

A Pullman Palace Sleeping Car will be attached to the Evening Train from Toronto and will run through to Kingston Wharf, thus enabling passengers to remain in the Car until the Boat arrives.

No deviation from above rates will be allowed without special authority.

W. WAINWRIGHT,

General Passenger Agent,

J. H. WHITMAN,

Western Passenger Agent,

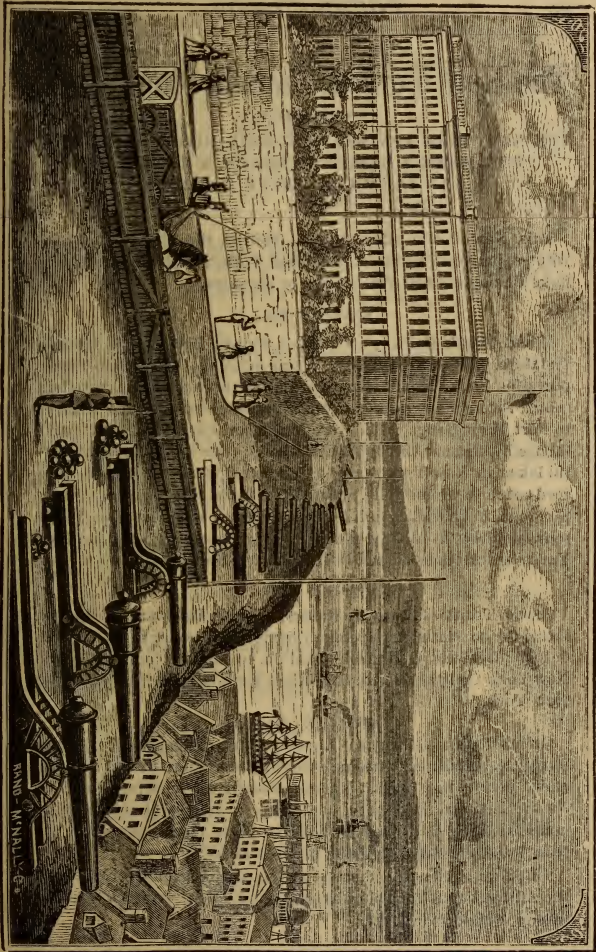
GRAND TRUNK R'Y.

ALEX. MILLOY,

Traffic Manager,

Richelieu & Ontario Navigation Co.

VIEW OF LAVAL UNIVERSITY, ETC., QUEBEC.



The New York & Canada Short Line,

COMPRISING

THE NEW YORK CENTRAL & HUDSON RIVER RAILROADS,
DELAWARE & HUDSON CANAL CO.'S RAILROADS,
AND THE GRAND TRUNK RAILWAY.

This New Route offers to the Tourist the choice of Three Routes between Montreal and New York, via the west side of Lake Champlain and Plattsburgh or Saratoga.

ROUTE No. 1.

Grand Trunk Railway to Rouse's Point ; Delaware & Hudson Canal Co. to Plattsburgh, connecting with the Champlain Transportation Co.'s elegant steamers; thence through Lake Champlain (noted for its many points of both historical interest and beauty) to Fort Ticonderoga ; Delaware & Hudson Canal Co. to Baldwin; thence by steamer through Lake George (one of the most beautiful lakes in New York State) to Caldwell ; from thence by Concord coach to Glenn Falls, where the Tourist can take the cars for Saratoga, if he wishes to include that famed watering place in his tour, or direct to Albany, making close connection with the New York Central Railroad and Boat Lines for New York.

ROUTE No. 2.

Grand Trunk Railway to Rouse's Point ; Delaware & Hudson Canal Co. to Plattsburgh; Lake Champlain Steamer to Fort Ticonderoga ; Delaware & Hudson Canal Co. to Albany, connecting with New York Central and Hudson River Railroad and Boat Lines for New York.

ROUTE No. 3.

Grand Trunk Railway to Rouse's Point ; Delaware & Hudson Canal Co.'s Railroad, passing along the west shore of Lake Champlain, giving the Tourist an opportunity of viewing some of Nature's finest handiwork, and, after a delightful ride of nine hours, arriving in Albany in time to make close connection for New York, via either Railroad or Boat Lines.

This Route offers the shortest and most direct route for reaching the Adirondacks, Ausable Chasm, Lake George, Saratoga, Sharon Spring, Cooperstown, etc.

New York & Canada Short Line!

N. Y. Central & Hudson River R. R.

Delaware & Hudson Canal Co.'s R. R.

Grand Trunk Railway.

Two Trains Each Way Daily,

Sundays Excepted,

BETWEEN

Montreal and New York

The Shortest and Most Direct Route to

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NEW EQUIPMENT! STEEL RAIL!

WESTINGHOUSE AIR BRAKES!

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Every means taken to make passengers comfortable.

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Run on all through trains.

Close connections made at ALBANY with

DAY AND NIGHT BOATS FOR NEW YORK.

TICKETS for Sale at all Grand Trunk Ticket Offices, and at

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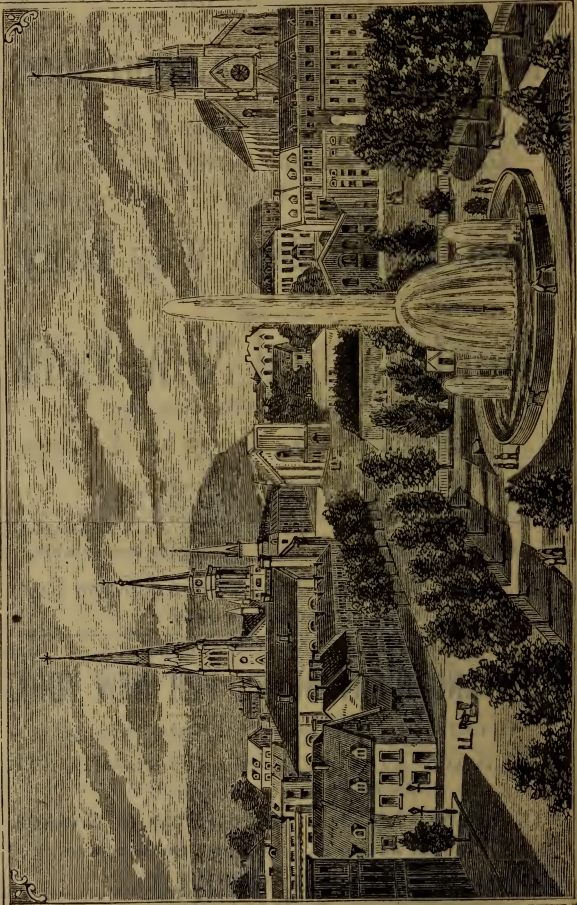
For Tickets or Information apply to

C. C. McFALL, Gen'l Agent, Dom. of Canada,

143 St. James St., Montreal, Quebec, or to

JOS. ANGELL,

Gen'l Pass. Agent, Albany, N.Y.



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B. McCHAN,

Gen'l Western Pass. Agent.

CHICAGO, May 14, 1877.

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The largest and most convenient Hotel in the city.

Capable of accommodating over 500 Guests.

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Successor to H. HOGAN.

Proprietor.

OTTAWA HOTEL.



This well-known and popular first-class Hotel is located on St. James and Notre Dame Streets, and is near the Post Office, Banks, Theatres and all Public Buildings, and will comfortably accommodate three hundred and fifty Guests. The House has been thoroughly refitted and furnished with every regard to comfort. Hot and cold water, with Baths and Closets on each floor. The aim has been to make the "Ottawa" the most unexceptionable first-class Hotel in Montreal.

No exertions will be spared by the proprietors, or their assistants, to make this a comfortable home for the traveling public.

Montreal Telegraph Office in the House.

BROWNE & PERLEY, *Proprietors.*

J. D. ANDERSON,
Gents' Clothing House,

No. 206 ST. JAMES STREET,
MONTREAL.

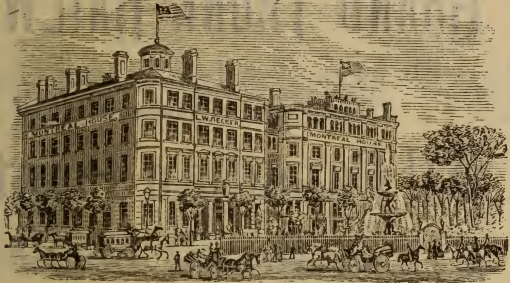


Tourists and others wishing bargains in Clothing, can at this establishment secure the **FINEST QUALITY OF GOODS**, well and fashionably made to order at short notice.

Please call and satisfy yourself that no establishment in Montreal can show a better selection of Goods, or give more fashionable or better fitting garments.

MAY 1, 1877.

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L. W. Decker, so long and favorably known as proprietor of the "Albion," has relinquished all interest in that Hotel and associated with him G. F. Morehouse of Boston, intending to make the Montreal House the favorite in Montreal. It is the neatest, best furnished, and for its size has more pleasant rooms than any other hotel in the city.

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DECKER & MOREHOUSE,

Proprietors.

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